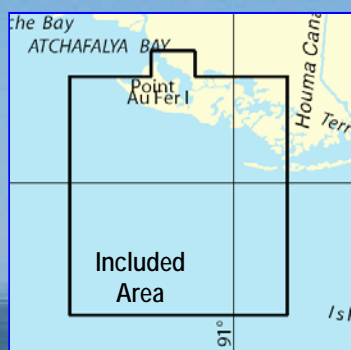


BookletChart™

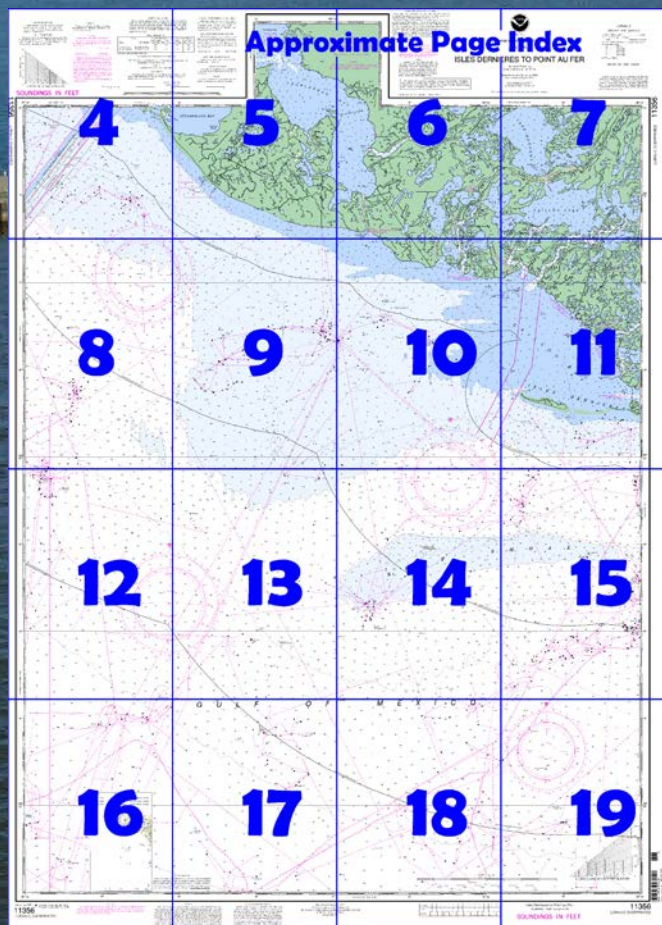
Isles Dernieres to Point au Fer NOAA Chart 11356



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

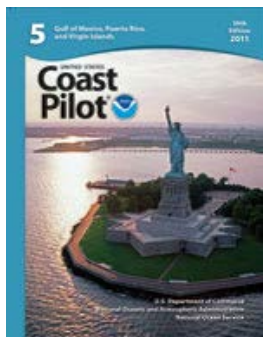
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11356>



[Selected Excerpts from Coast Pilot]

Bayou Lafourche, formerly an outlet of the Mississippi River at Donaldsonville, 70 miles above Canal Street, New Orleans, is blocked off from the river by a levee. A privately marked channel leads across **Little Lake** to, thence through **Rosa Bay** to Lake Raccourci. **Deep Bayou** and **Bayou Blue** also connect Little Lake with **Lake Raccourci**.

Greys Canal, 3 miles S of Leeville, with a connecting channel through Bayou Blue,

offers the deepest and most used route from Bayou Lafourche to Lake Raccourci and Timbalier Bay. On a favorable tide, about 8 feet can be

taken through the channel; the best water is reportedly found in midchannel. Bayou Blue also joins Little Lake.

Havoline Canal, 6 miles S of Leeville, is a privately dredged canal that extends from Bayou Lafourche into Timbalier Bay.

Timbalier Bay and **Terrebonne Bay** are large shoal-water bays separated from the Gulf by a chain of low sand islands. These waters are accessible from the Gulf through several passes having depths of 4 to 14 feet; however, the depths in Timbalier and Terrebonne Bays range from 4 to 9 feet.

Lake Barre, N of Terrebonne Bay, has general depths of 4 to 6 feet.

(Lake Barre) Pass provides a passage marked by a light into Bayou Terrebonne and to **Lake la Grosse** at the NW end of Terrebonne Bay.

Pass Barre connects with Terrebonne Bay, and several passages at the NE corner of the bay lead to Lake Felicitey.

Old Lady Lake is a shoal body of water between Lake Raccourci and Lake Barre and S of Lake Felicitey. Numerous passages connect with these lakes and with Timbalier Bay.

Lake Felicitey, with depths of 5 to 6 feet, is N of Old Lady Lake. Many bayous and passes connect with adjacent bays and lakes. Most of the bayous to the E and N of Lake Felicitey are used as oyster bedding grounds and, accordingly, contain numerous oyster reefs. Blue lead to Little Lake, and **Grand Pass Felicitey** leads to Lake Felicitey.

Vessels should approach Bayou Lafourche and Pass Fourchon through the Belle Pass Safety Fairway. (See 166.100 through 166.200, chapter 2.)

Mooring to the bulkheads in the vicinity of the intersection of Bayou Lafourche and the Intracoastal Waterway is **prohibited**.

Pontoon bridges.—The pontoon bridges that cross Bayou Lafourche at Galliano, 5.5 miles above Galliano, and at Valentine are operated by cables that are suspended just above the water when the bridges are being opened or closed. The cables are dropped to the bottom when the bridges are in the fully opened or closed position. The pontoon bridge at Larose just E of the junction with the Intracoastal Waterway is operated by cables that are suspended just above or below the water when the bridge is being opened or closed. The cables are dropped to the bottom when the bridge is in the fully open position, but remain suspended while the bridge is fully closed. Extreme caution is advised in the area of these bridges. **Do not attempt to pass through the bridges until they are fully opened and the cables are dropped to the bottom.**

Dangers.—There are numerous oil well structures in and about Timbalier and Terrebonne Bays. Privately marked channels lead from Cat Island Pass to Bayou Terrebonne and Bayou Lafourche. Drilling operations are in progress near Caillou Island, **Brush Island**, and East Timbalier Island. Mariners should use the waters in this area only with local knowledge.

Vessels should enter Terrebonne Bay through Cat Island Pass Safety Fairway. (See 166.100 through 166.200, chapter 2.)

Houma Navigation Canal.—A pontoon bridge crosses the canal about 20 miles above the entrance. **Do not attempt to pass through the bridge until it is fully opened and the cables are dropped to the bottom.**

Vessels should approach Bayou Grand Caillou through the Bayou Grand Caillou Safety Fairway. (See 166.100 through 166.200, chapter 2.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

Table of Selected Chart Notes

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.805' northward and 0.367' westward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsd.data.nod.noaa.gov/ndrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.805' northward and 0.367' westward to agree with this chart.

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Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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Covered wells may be marked by lighted or unlighted buoys.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)			
			Mean High Water	Mean High Water	Mean Low Water	Mean Low Water
Raccoon Point, Calicut Bay		(29°04'N/90°58'W)	feet	feet	feet	feet
Ship Shoal Light		(28°55'N/91°04'W)	1.7	1.6	---	---

Dashes (-) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (May 2012)

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: ---

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

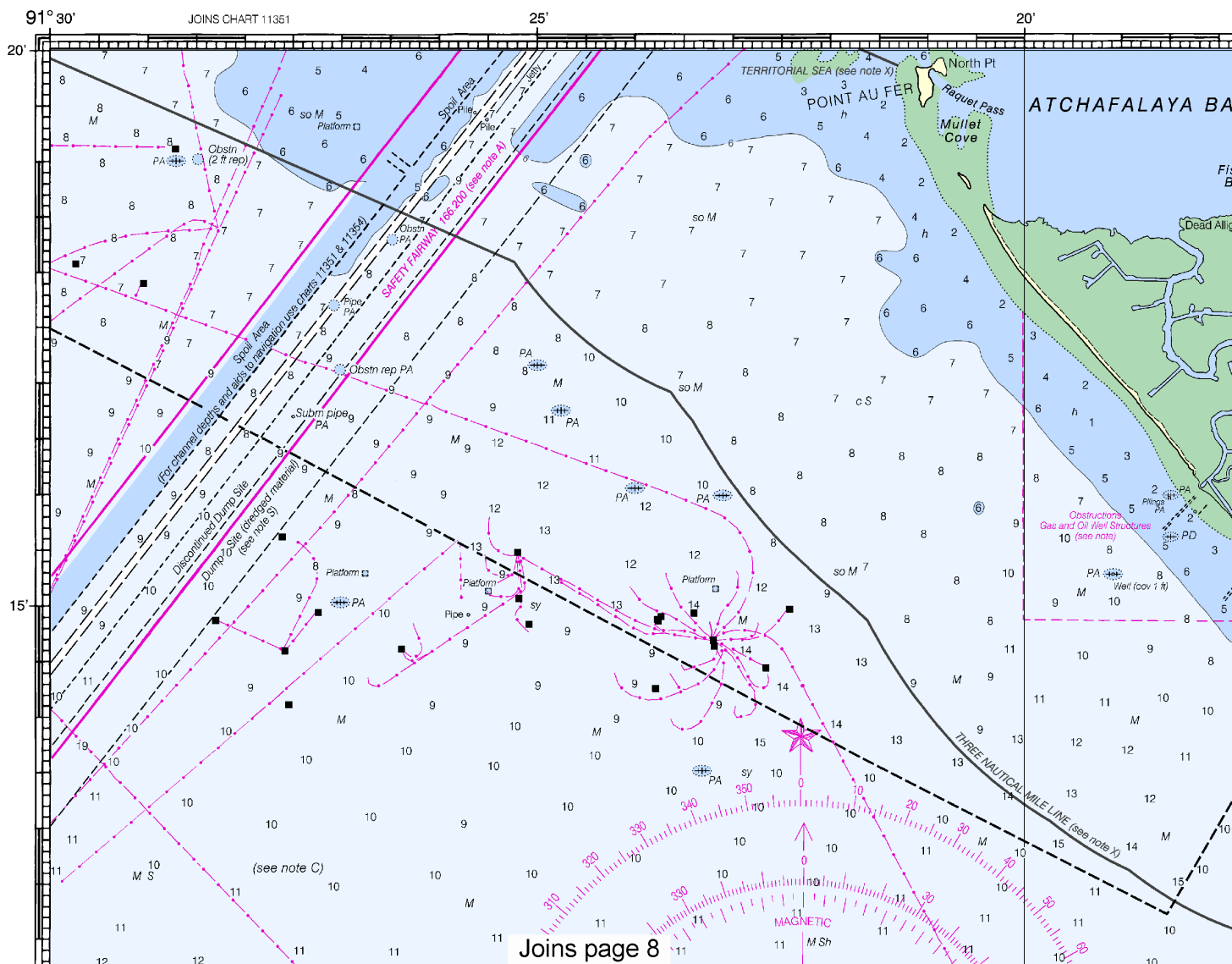
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SCALE 1:80,000
Nautical Miles

1000 0 2000 4000 6000 8000
Yards

SOUNDINGS IN FEET

11356



Joins page 8

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

1000 0 2000 4000 6000 8000 10000
Yards

Note: Chart grid lines are aligned with true north.

4

lights and sound (fog) signals
fixed mineral development
on this chart, subject to ap-
strict Commander, U.S. Coast
\$7).

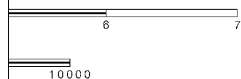
Weather Radio station listed
continuous weather broadcasts.
range is typically 20 to 40
m the antenna site, but can be
nautical miles for stations at

KIH-23 162.475 MHz

Coast Pilot 5 for important
formation.

. Coast Guard Light List for
formation concerning aids to

Channels shown by broken lines are
fig, particularly at the edges.



JOINS CHART 11351

15

91°10'

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to chartered regulation section numbers

Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

HURRICANES

Hurricanes, tropical storms, and other weather conditions can cause considerable damage to marine vessels, resulting in submerged wrecks. Charted soundings, channel depths, and other navigational conditions following these storms may be damaged or destroyed. Buoy positions, damaged, sunk, or expired, may be unreliable. Mariners should not rely upon electronic navigation. Wrecks and submerged objects may be located from charted locations. Pipeline crossings may be damaged. Mariners are urged to exercise caution. Report aids to navigation discrepancies to the nearest United States Coast Guard cutter.

WA

The prudent mariner should not rely on any single aid to navigation, but should use floating aids. See U.S. Coast Pilot and U.S. Coast Pilot.

Regulations for C-130s are contained in 40 CFR, which contains information concerning requirements for use of C-130s from the Environmental Protection Agency. See U.S. Coast Pilot 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100. EPA offices. Dumping dates may have reduced

This nautical chart is a product of the Ocean Service and is intended to improve this charting service. NOAA, S

Formerly C&GS 1275, 1st Ed.

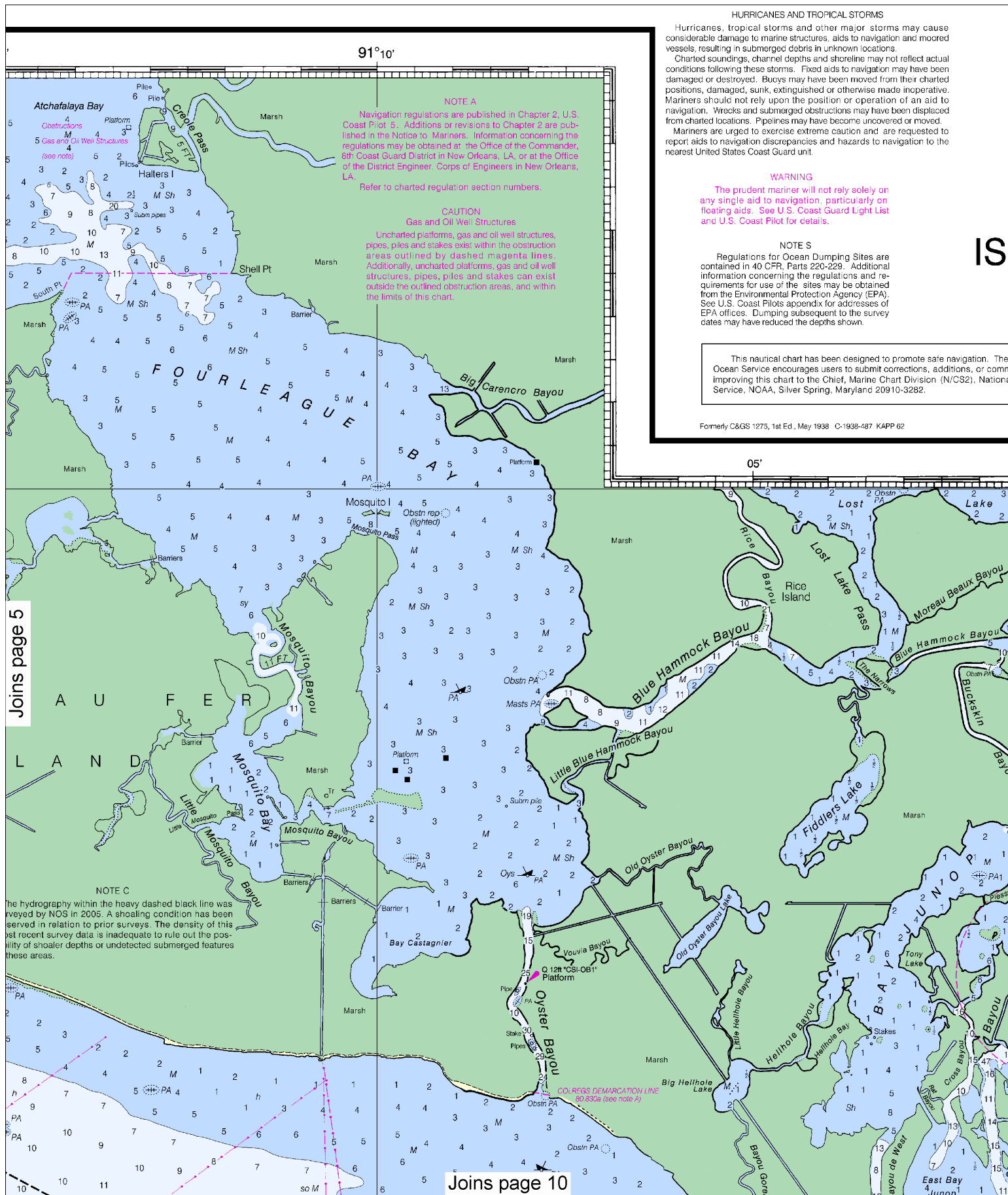
Joins page 6

NOTE C

The hydrography within the heavy dashed black line was surveyed by NOS in 2005. A shoaling condition has been observed in relation to prior surveys. The density of this most recent survey data is inadequate to rule out the possibility of shoaler depths or undetected submerged features in these areas.

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



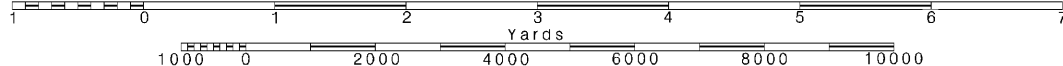
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



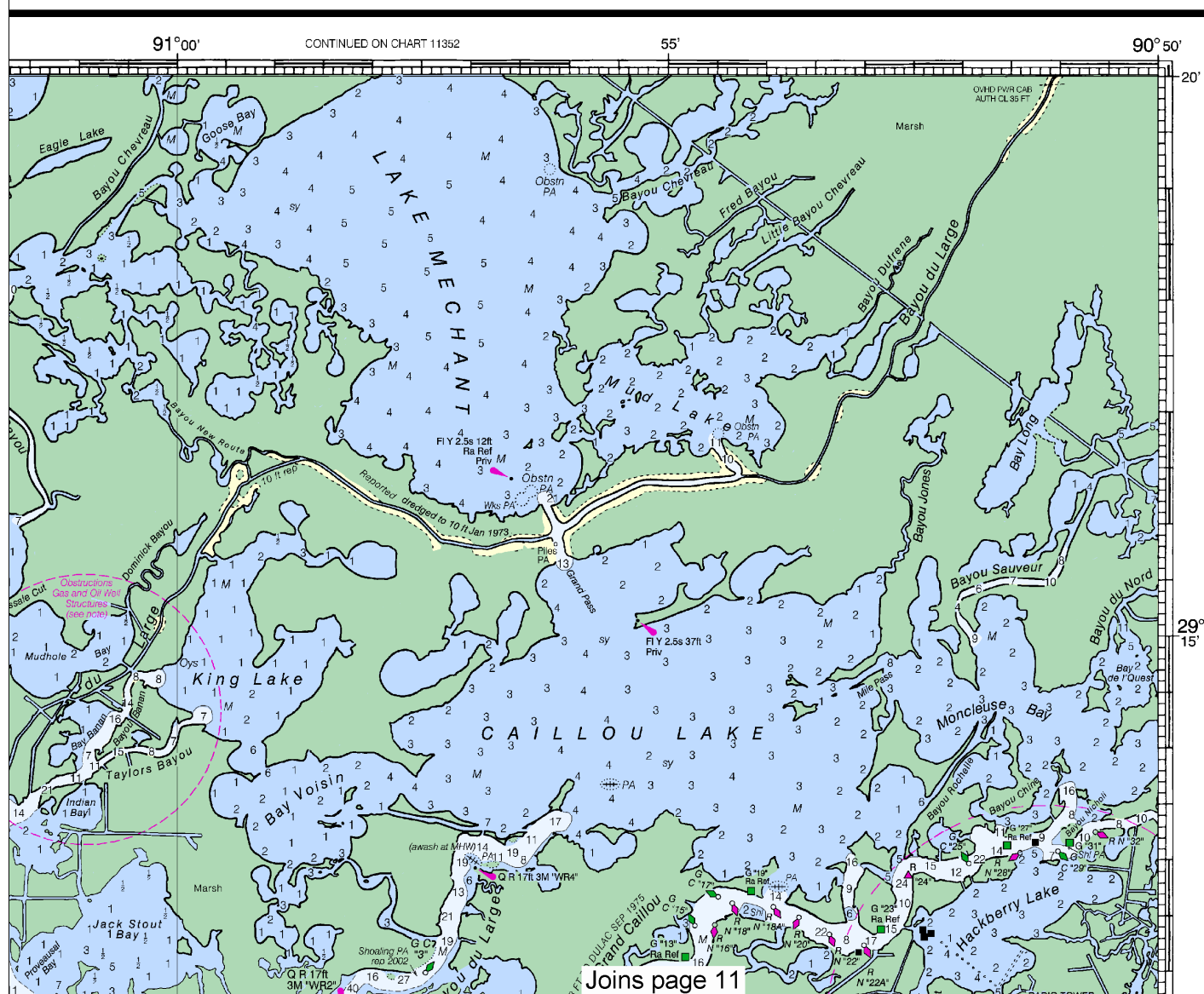


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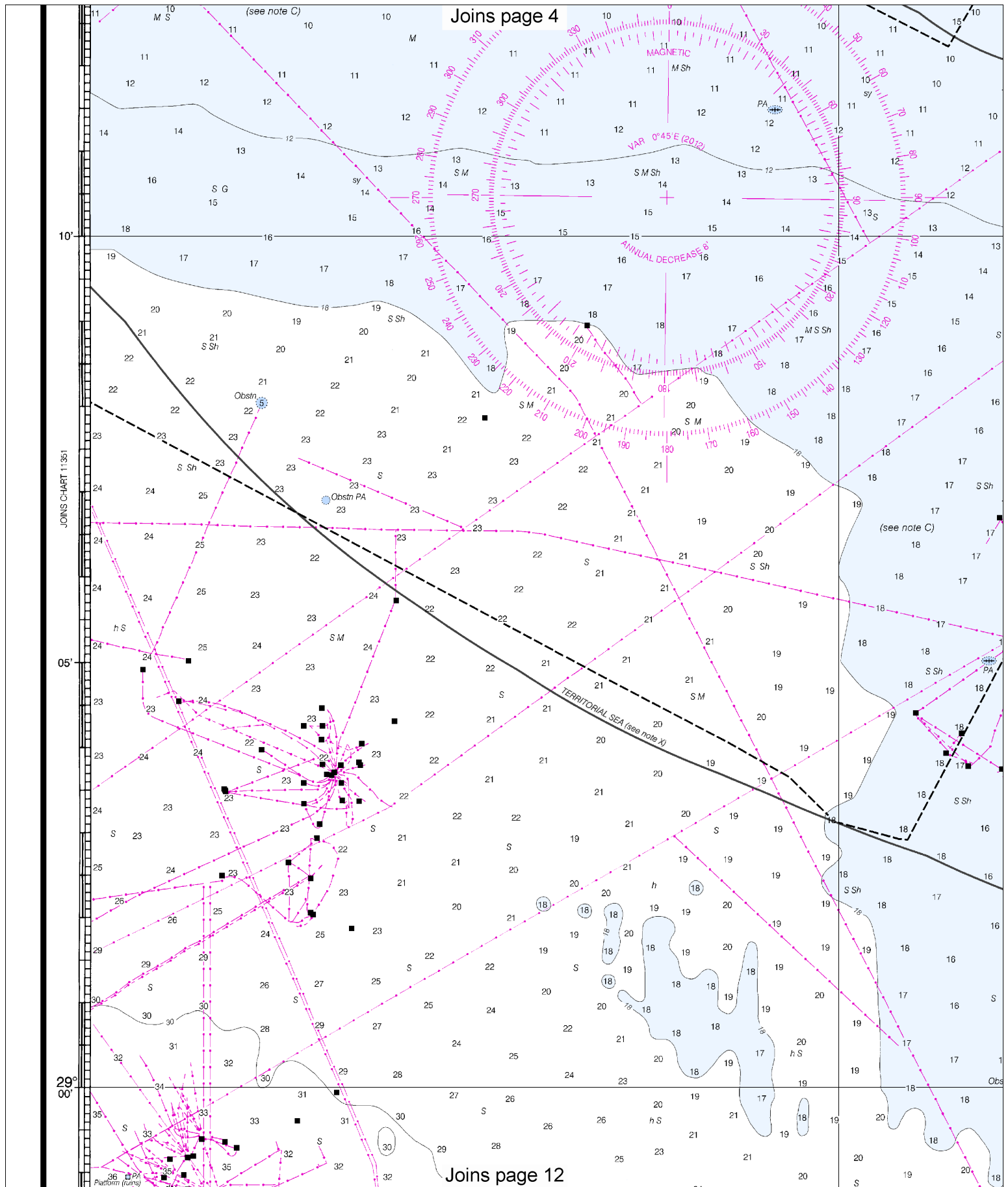
Additional information can be obtained at nauticalcharts.noaa.gov.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
NGA Weekly Notice to Mariners: 0513 2/2/2013,
Canadian Coast Guard Notice to Mariners: n/a.

11356

7



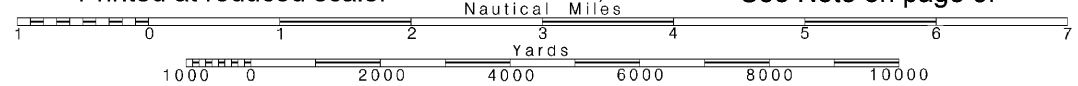
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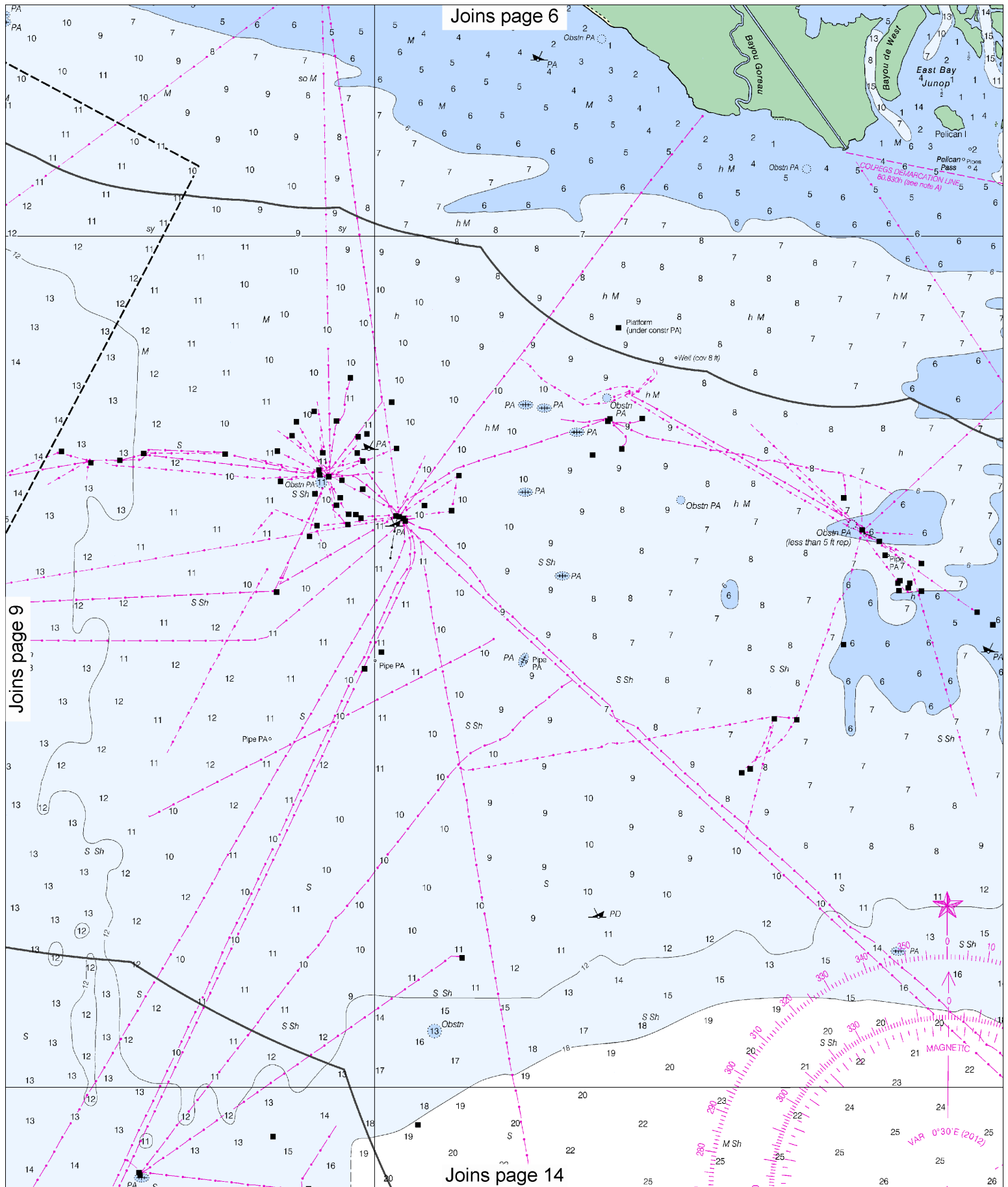
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

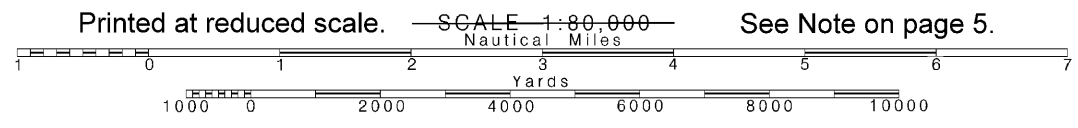
See Note on page 5.



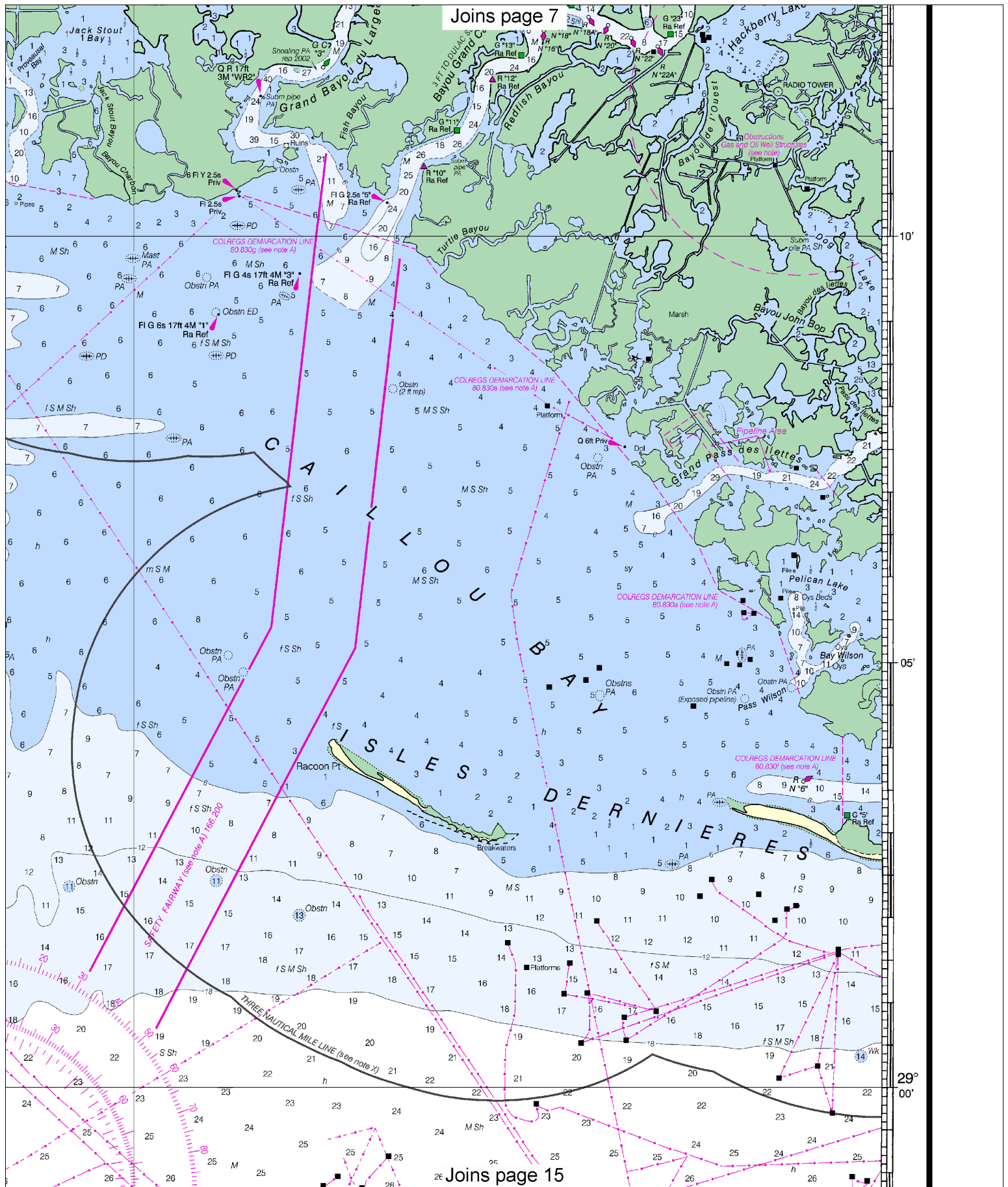


10

Note: Chart grid lines are aligned with true north.

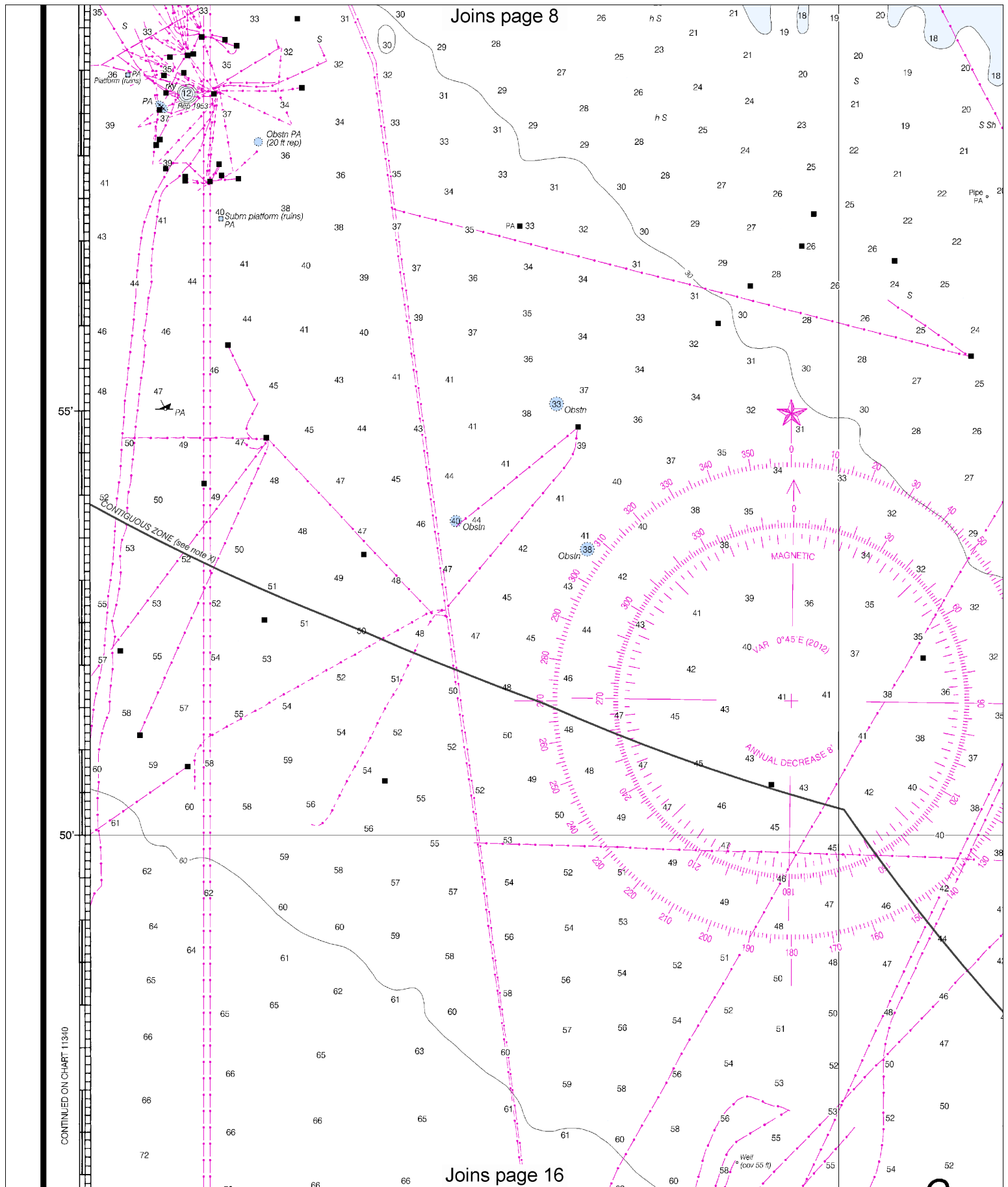


See Note on page 5.



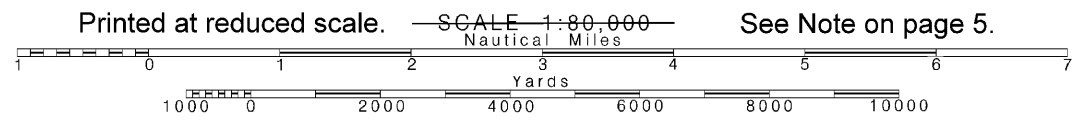
Joins page 7

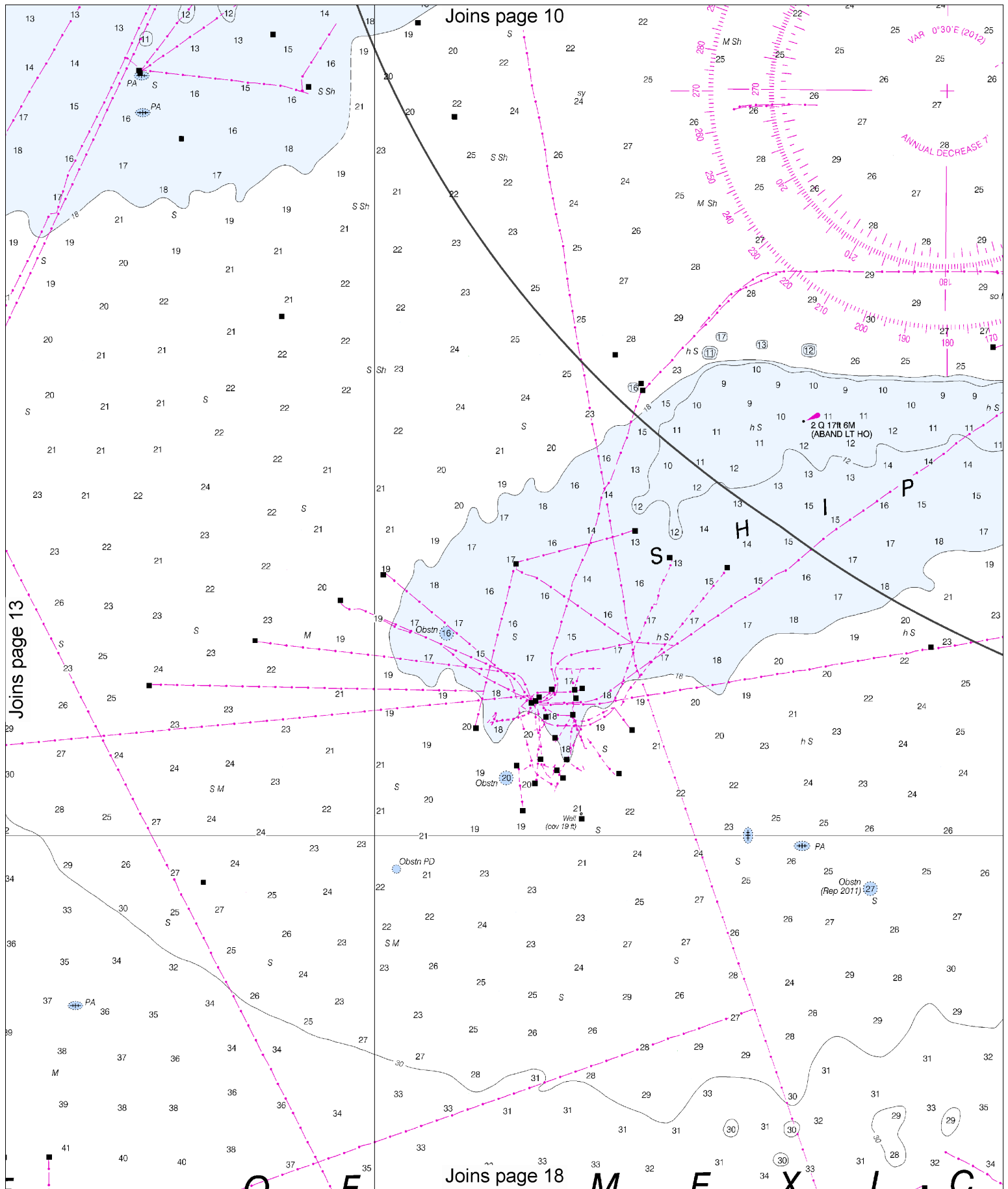
Joins page 15



12

Note: Chart grid lines are aligned with true north.





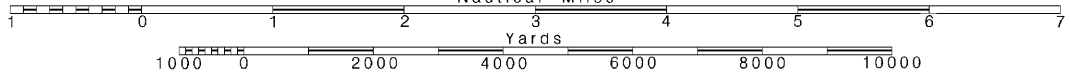
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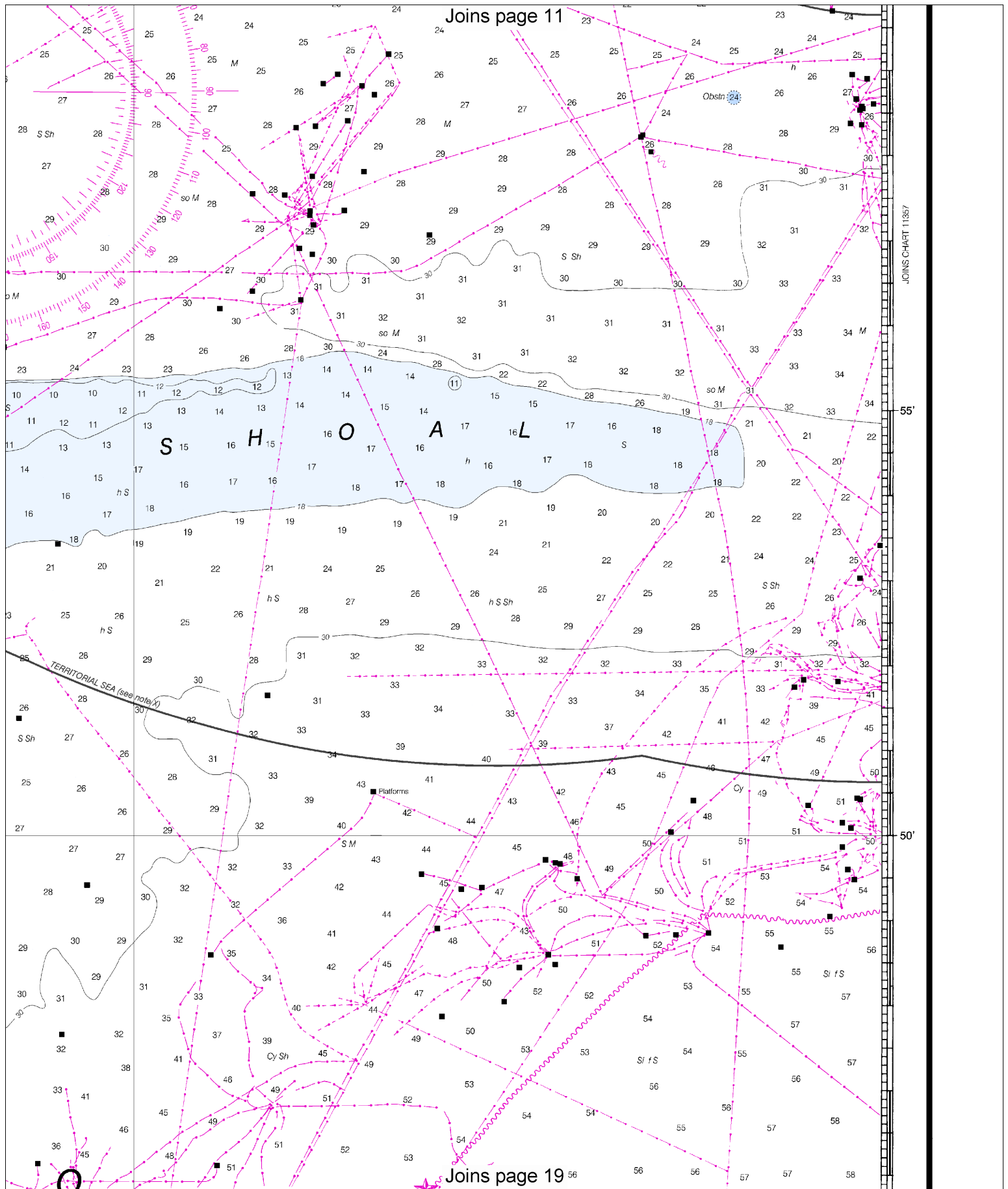
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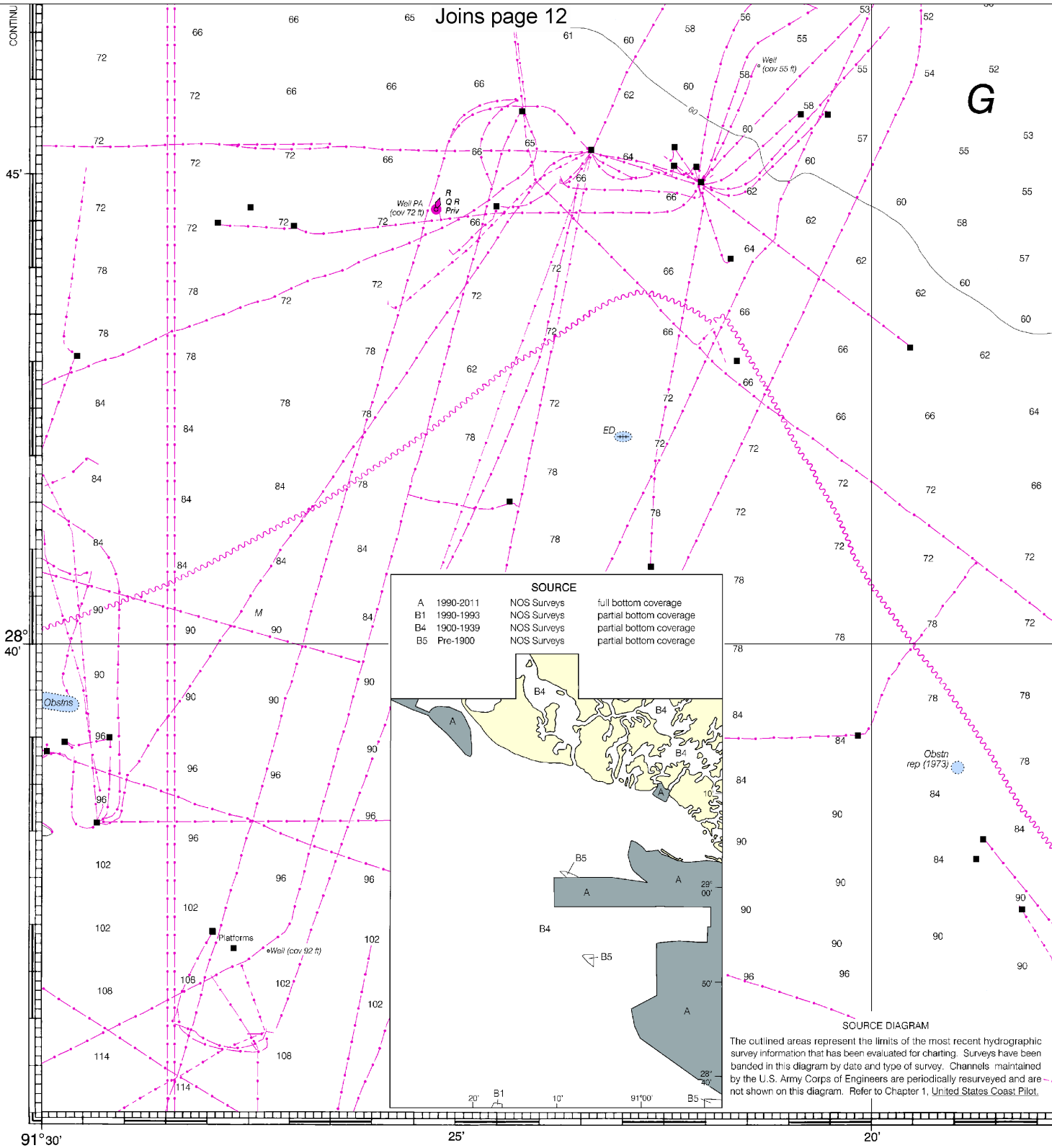
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.







39th Ed., Jun /12 ■ Corrected through NM Jun 2/12
Corrected through LNM May 22/12

11356

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE X

Within the 12-nautical mile Territorial Sea, established by President some Federal laws apply. The Three Nautical Mile Line, previously outer limit of the territorial sea, is retained as it continues to depict limit of the other laws. The 9-nautical mile Natural Resource Boundary of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line also most cases the inner limit of Federal fisheries jurisdiction and the jurisdiction of the states. The 24-nautical mile Contiguous Zone and mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

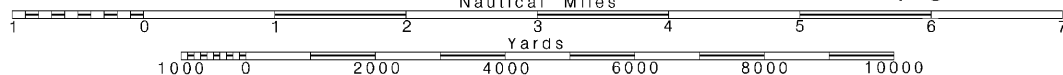
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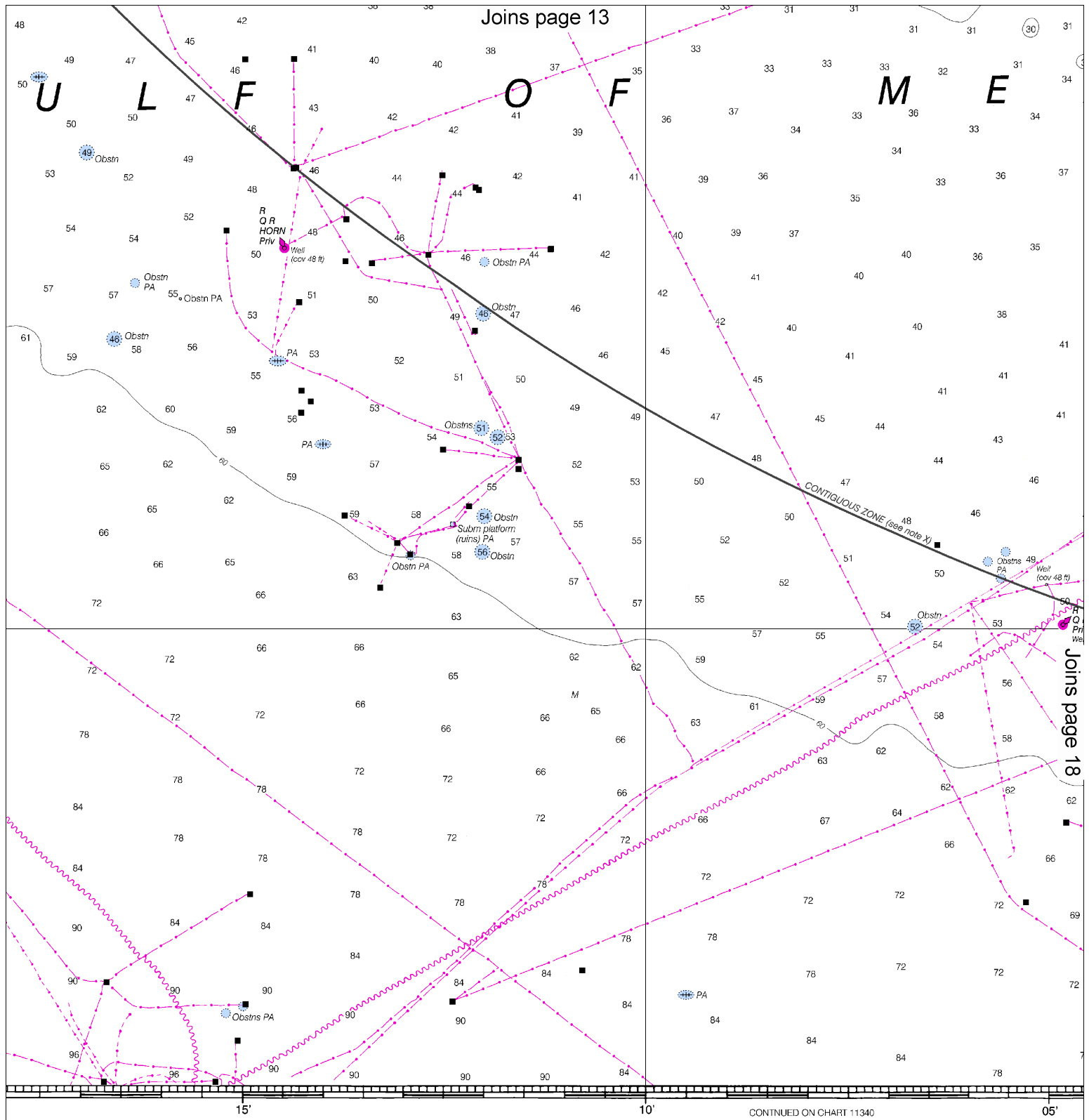
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

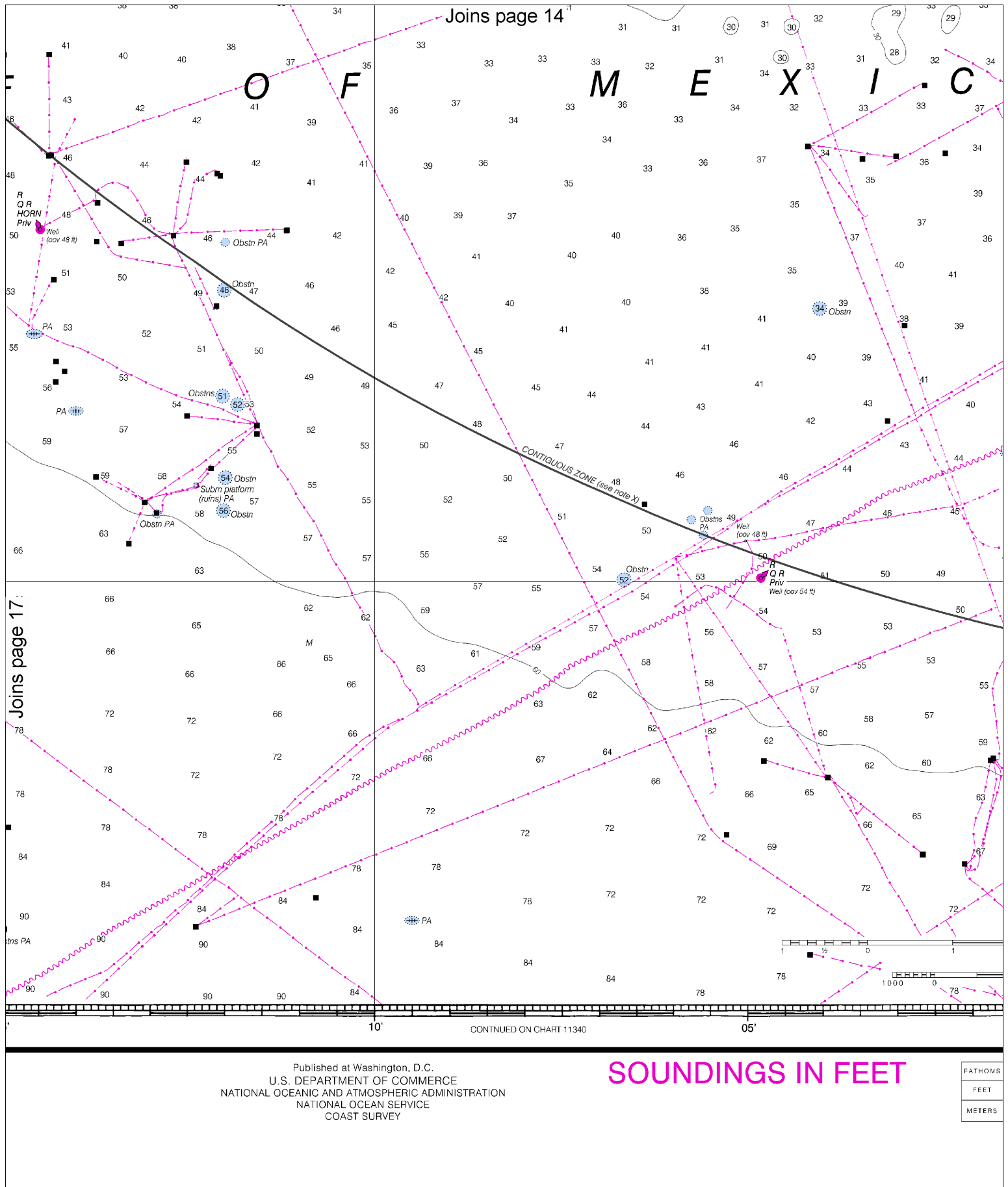


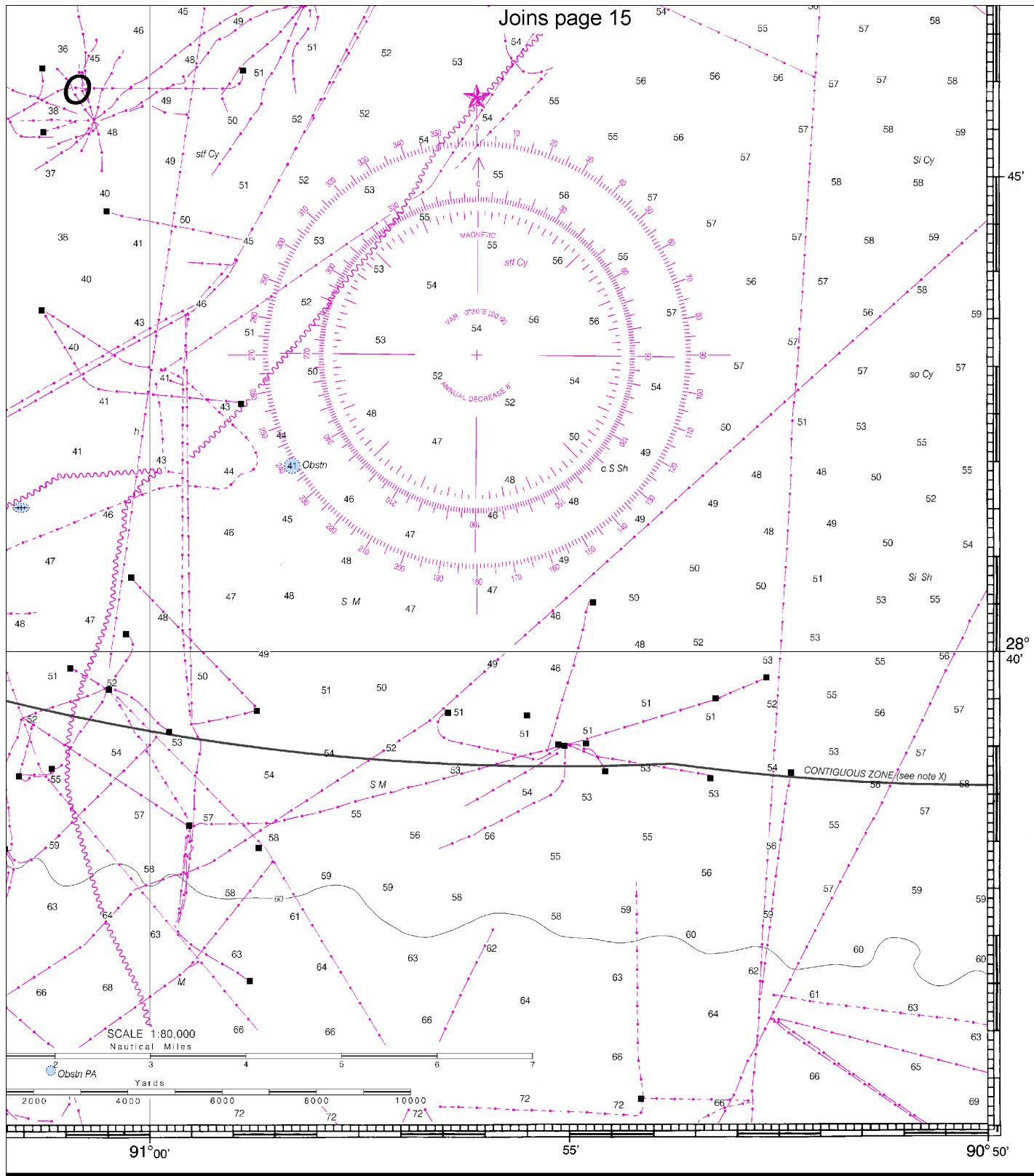


Initial Proclamation,
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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS





S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

Isles Dernieres to Point au Fer
SOUNDINGS IN FEET - SCALE 1:80,000

11356





EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker